AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1. (Currently Amended) A pneumatic tire for heavy load comprising:

three circumferential main grooves extending on a tread in the circumferential direction; and

ribs defined by these circumferential main grooves,

characterized in that the centerline of the center circumferential main groove among the three circumferential main grooves is positioned on the equator line of the tread, and

that a thin rib-shaped uneven abrasion sacrificing part having a step in a clearance thereof from the surface of the tread is formed only in the center circumferential main groove, and

that the center circumferential main groove involves see-through groove portion extending to the straight, and

that, when a the step of the thin rib-shaped uneven abrasion sacrificing part formed in the clearance thereof from the surface of the tread is indicated by d, and a depth of the center circumferential main groove is indicated by D, the relationship expressed by the formula $0.7D \leq (D-d) \leq D-3$ mm is satisfied,

wherein the width of the thin rib-shaped uneven abrasion sacrificing part is in a range of from 2 to 10% of the width of the tread, and

wherein the width of the thin rib-shaped uneven abrasion sacrificing part is narrower than a width of adjoining ribs.

Claim 2 (canceled).

3. (Original) The pneumatic tire for heavy load as described in Claim 1, further comprising circumferential thin grooves at the outer sides of the opposite-side circumferential main grooves.

4. (original) The pneumatic tire for heavy load as described in Claim 1,

wherein the position of the deepest groove portion of each of the opposite-side circumferential main grooves changes along the circumferential direction of the tire in the circumferential main groove at a predetermined interval in the width direction of the tread, and

wherein depth-direction positions at which perpendicular lines perpendicular or approximately perpendicular to the surface of the tread and passing through edges of the ribs at the sides of the circumferential main grooves are in contact with a groove bottom surface of the circumferential main groove, and angles each of which includes the corresponding depth-direction position as a vertex and is formed by the corresponding perpendicular line and a cross-sectional line of the groove bottom surface extending in the width direction of the tread, change along the circumferential direction at a predetermined interval.

5. (Original) The pneumatic tire for heavy load as described in Claim 4,

wherein, when a maximum groove cross-sectional area S indicates the area of a quadrangle formed by the respective edges of the ribs at the sides of the corresponding circumferential main groove and respective intersection points at which a parallel line in contact with the

deepest groove portion and parallel to the surface of the tread perpendicularly intersects the perpendicular lines perpendicular or approximately perpendicular to the subsurface of the tread and passing through the edges, an effective groove cross-sectional area S' corresponding to a portion forming the circumferential main groove across the entire circumstance of the tread satisfies S'≥0.45S.

6. (Original) The pneumatic tire for heavy load as described in Claim 1,

wherein groove walls of the ribs include multiple sipes.

7. (Original) The pneumatic tire for heavy load as described in Claim 1,

wherein each of the ribs is not provided with sipes across the entirety of the rib in the width direction thereof, or is provided with the sipes each having a cross-sectional area equal to or smaller than a half of a cross-section of the rib in the width direction thereof.

8. (Cancelled)